

BookletChart™

Penobscot Bay and Approaches

NOAA Chart 13302

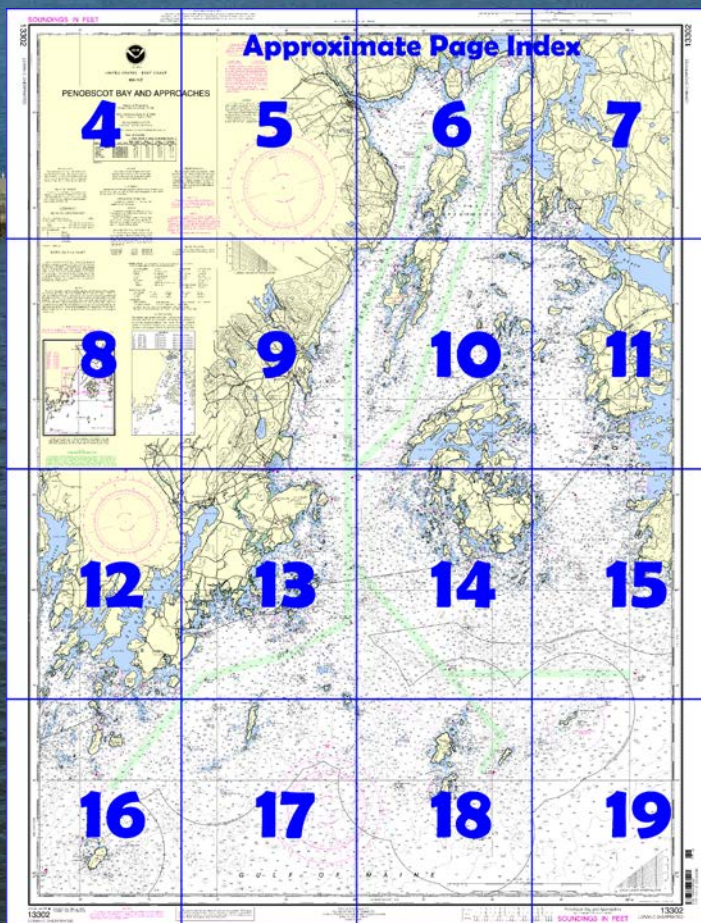


A reduced-scale NOAA nautical chart for small boaters

When possible, use the full-size NOAA chart for navigation.



- Complete, reduced-scale nautical chart
- Print at home for free
- Convenient size
- Up-to-date with Notices to Mariners
- Compiled by NOAA's Office of Coast Survey, the nation's chartmaker



**Published by the
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National Ocean Service
Office of Coast Survey
www.NauticalCharts.NOAA.gov
888-990-NOAA**

What are Nautical Charts?

Nautical charts are a fundamental tool of marine navigation. They show water depths, obstructions, buoys, other aids to navigation, and much more. The information is shown in a way that promotes safe and efficient navigation. Chart carriage is mandatory on the commercial ships that carry America's commerce. They are also used on every Navy and Coast Guard ship, fishing and passenger vessels, and are widely carried by recreational boaters.

What is a BookletChart™?

This BookletChart is made to help recreational boaters locate themselves on the water. It has been reduced in scale for convenience, but otherwise contains all the information of the full-scale nautical chart. The bar scales have also been reduced, and are accurate when used to measure distances in this BookletChart. See the Note at the bottom of page 5 for the reduction in scale applied to this chart.

Whenever possible, use the official, full scale NOAA nautical chart for navigation. Nautical chart sales agents are listed on the Internet at <http://www.NauticalCharts.NOAA.gov>.

This BookletChart does NOT fulfill chart carriage requirements for regulated commercial vessels under Titles 33 and 44 of the Code of Federal Regulations.

Notice to Mariners Correction Status

This BookletChart has been updated for chart corrections published in the U.S. Coast Guard Local Notice to Mariners, the National Geospatial Intelligence Agency Weekly Notice to Mariners, and, where applicable, the Canadian Coast Guard Notice to Mariners. Additional chart corrections have been made by NOAA in advance of their publication in a Notice to Mariners. The last Notices to Mariners applied to this chart are listed in the Note at the bottom of page 7. Coast Pilot excerpts are not being corrected.

For latest Coast Pilot excerpt visit the Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/nsd/searchbychart.php?chart=13302>.



(Selected Excerpts from Coast Pilot)

Penobscot Bay, the largest and most important of the many indentations on the coast of Maine, is about 20 miles wide from Isle au Haut on the east to Whitehead Island on the west and 28 miles long from its entrance to the mouth of Penobscot River. A chain of large and small islands divides the bay into two parts, **East Penobscot Bay** and **West Penobscot Bay**. The southern part of East Penobscot Bay is Isle au Haut Bay.

Vinalhaven Island and **North Haven Island** are large islands dividing the southern part of the bay. Islesboro Island divides the bay near its head. Numerous harbors indent the shores of Penobscot Bay, the most important being Rockland, Rockport, Camden, Belfast, and Searsport on

the western shore; Castine and Stonington on the eastern shore; and Vinalhaven and North Haven in the center of the bay. The bay is the approach to Penobscot River, on which are several towns and the city of Bangor at the head of navigation. The bay ports collectively are among the leaders for the lobstering industry in Maine.

The sea approaches to the bay are well marked by the lights on Monhegan Island and Matinicus Rock; the entrance is marked by Saddleback Ledge Light on the east and by Whitehead and Two Bush Island Lights on the west side of the bay. The harbors are well lighted, and the more important dangers are marked by buoys or daybeacons. Deep-draft vessels ply the bay throughout the year and recreational vessels are prevalent during the summer. In severe winters many of the harbors are obstructed by ice. The Penobscot River seldom is entirely closed by it as icebreakers usually keep the channel free. The thorofares are only occasionally obstructed by ice and are much used by small vessels bound along the coast.

Penobscot Bay, a region of rocks and ledges, requires extreme caution in navigating. After unusually high tides many logs are present in the bay, particularly from Belfast northward. These logs are dangerous to small craft. Penobscot Bay can be entered from eastward through Eggemoggin Reach, Deer Island Thorofare, or Merchant Row, and from westward through Muscle Ridge Channel or Two Bush Channel.

Large vessels approaching Penobscot Bay from southward, either from Boston, Cape Cod Canal, or from eastward of Cape Cod, usually make Cape Ann Lighted Whistle Buoy 2 (42°37.9'N., 70°31.2'W.), chart 13260, then shape the course for Manana Island Lighted Whistle Buoy 14M (43°45.3'N., 69°22.5'W.), and then enter through Two Bush or Muscle Ridge Channels. Two Bush Channel is used by most vessels and tows, and by all except small local vessels when the visibility is not good. Muscle Ridge Channel has good water, and most of the dangers are marked, but it is narrow in places and has a number of unmarked 16- to 22-foot spots near the track. It is not recommended for deep-draft vessels.

The preceding paragraphs give the simplest directions by pointing out the difficulties and the dangers, and especially, when necessary, the need for local knowledge. The channels are well buoyed, most of the dangers well marked, and the approaches clear. No difficulty should be experienced in approaching and entering the bay in clear weather with the aid of the chart and by following the aids.

Two vessel-to-vessel **oil transfer anchorage areas** near the head of Penobscot Bay north of Islesboro Island are discussed later in this chapter; indexed as Oil Transfer Anchorage Area.

The U.S. Coast Guard Captain of the Port, Sector Northern New England, in cooperation with the Maine and New Hampshire Port Safety Forum, has established a Recommended Vessel Route for deep draft vessels entering and departing Penobscot Bay and River. Deep draft vessels are requested to follow the designated routes. These routes were designed to provide safe, established routes for increased deep draft vessels, to prevent the loss of fishing gear placed in the waters in the approaches to Penobscot Bay and River, and to reduce the potential for conflicts between less maneuverable deep draft commercial vessels and all other vessels navigating these waters. Vessels are responsible for their own safety and are not required to remain inside the route nor are fisherman required to keep fishing gear outside of the 0.4 mile wide route.

The **Penobscot Bay and River Closed Area**, a Marine Protected Area, includes all bays, inlets and harbors within Penobscot Bay and River.

U.S. Coast Guard Rescue Coordination Center 24 hour Regional Contact for Emergencies

RCC Boston

Commander
1st CG District
Boston, MA

(617) 223-8555

Navigation Managers Area of Responsibility



NOAA's navigation managers serve as ambassadors to the maritime community.

They help identify navigational challenges facing professional and recreational mariners, and provide NOAA resources and information for safe navigation. For additional information, please visit nauticalcharts.noaa.gov/service/navmanagers

To make suggestions or ask questions online, go to nauticalcharts.noaa.gov/inquiry.

To report a chart discrepancy, please use ocsdata.ncd.noaa.gov/idrs/discrepancy.aspx.

Lateral System As Seen Entering From Seaward

on navigable waters except Western Rivers

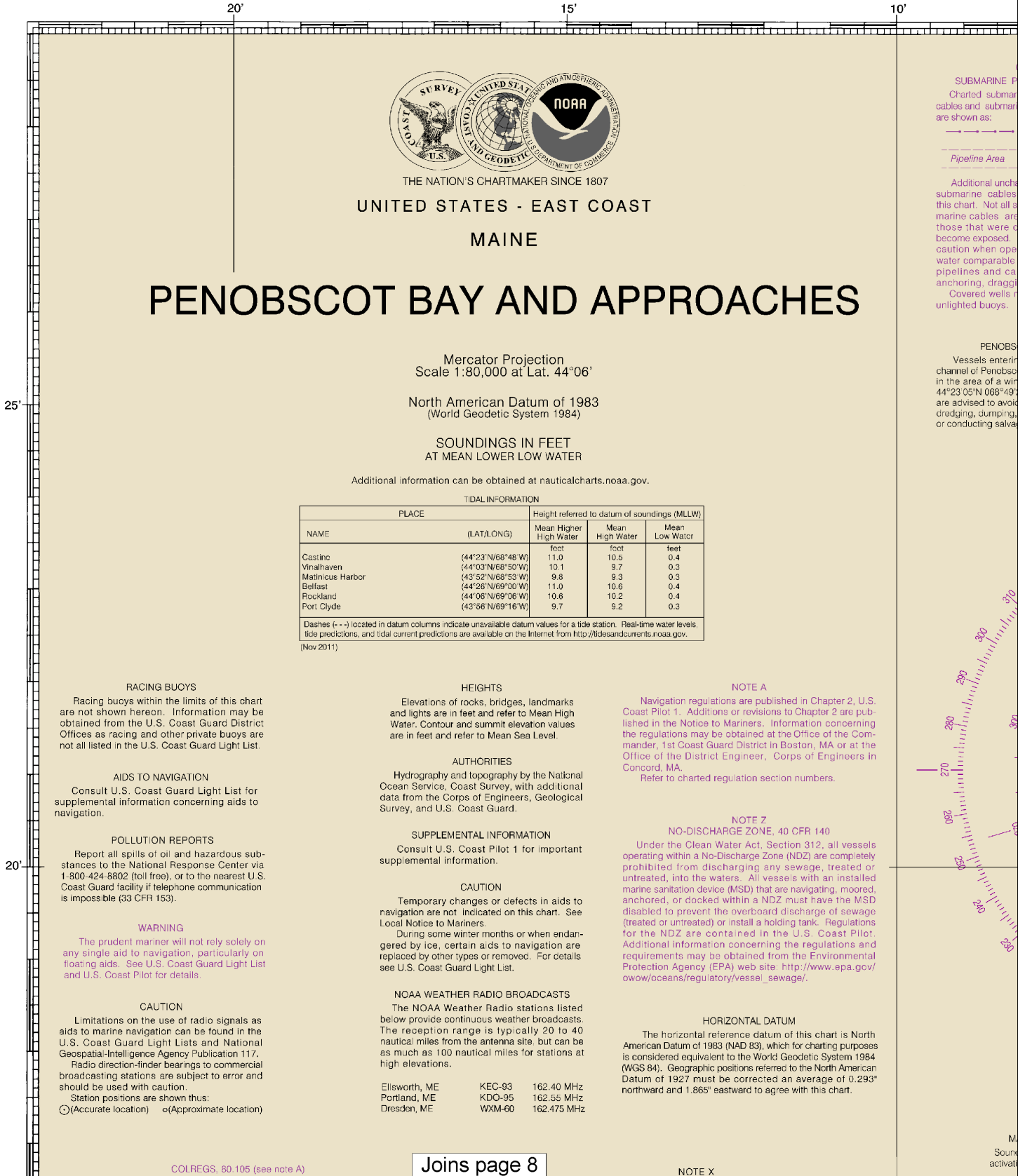


For more information on aids to navigation, including those on Western Rivers, please consult the latest USCG Light List for your area.

These volumes are available online at <http://www.navcen.uscg.gov>

SOUNDINGS IN FEET

13302



4

NOTE C
SCOT BAY TURBINE
When entering and departing the eastern
Scot Bay should exercise caution
around the wind turbine located in position
49°27'N, 123°07'W. All vessels and persons
should be advised of the turbine's location
when transiting, anchoring, diving,
fishing, trawling, laying cable,
or conducting other operations in this area.

MARINER ACTIVATED SOUND SIGNALS
and signals labeled with (MRASS) require user
activation. See USCG Light List.

Joins page 9

Joins page 6

This BookletChart was reduced to 75% of the original chart scale. The new scale is 1:106666. Barscales have also been reduced and are accurate when used to measure distances in this BookletChart.

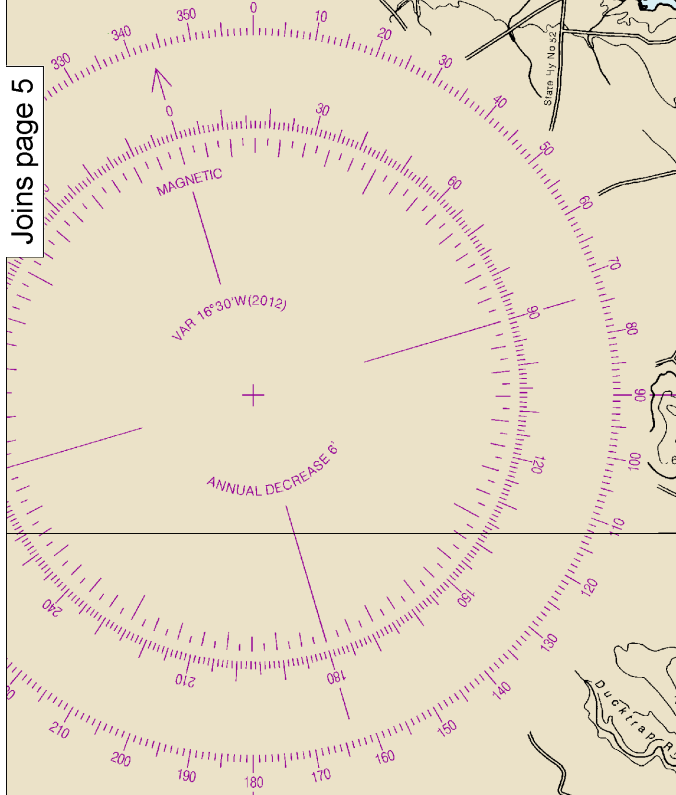
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Joins page 5



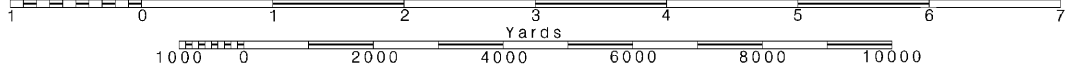
R ACTIVATED SOUND SIGNALS
is labeled with (MRASS) require user
USCG Light List.

Joins page 10

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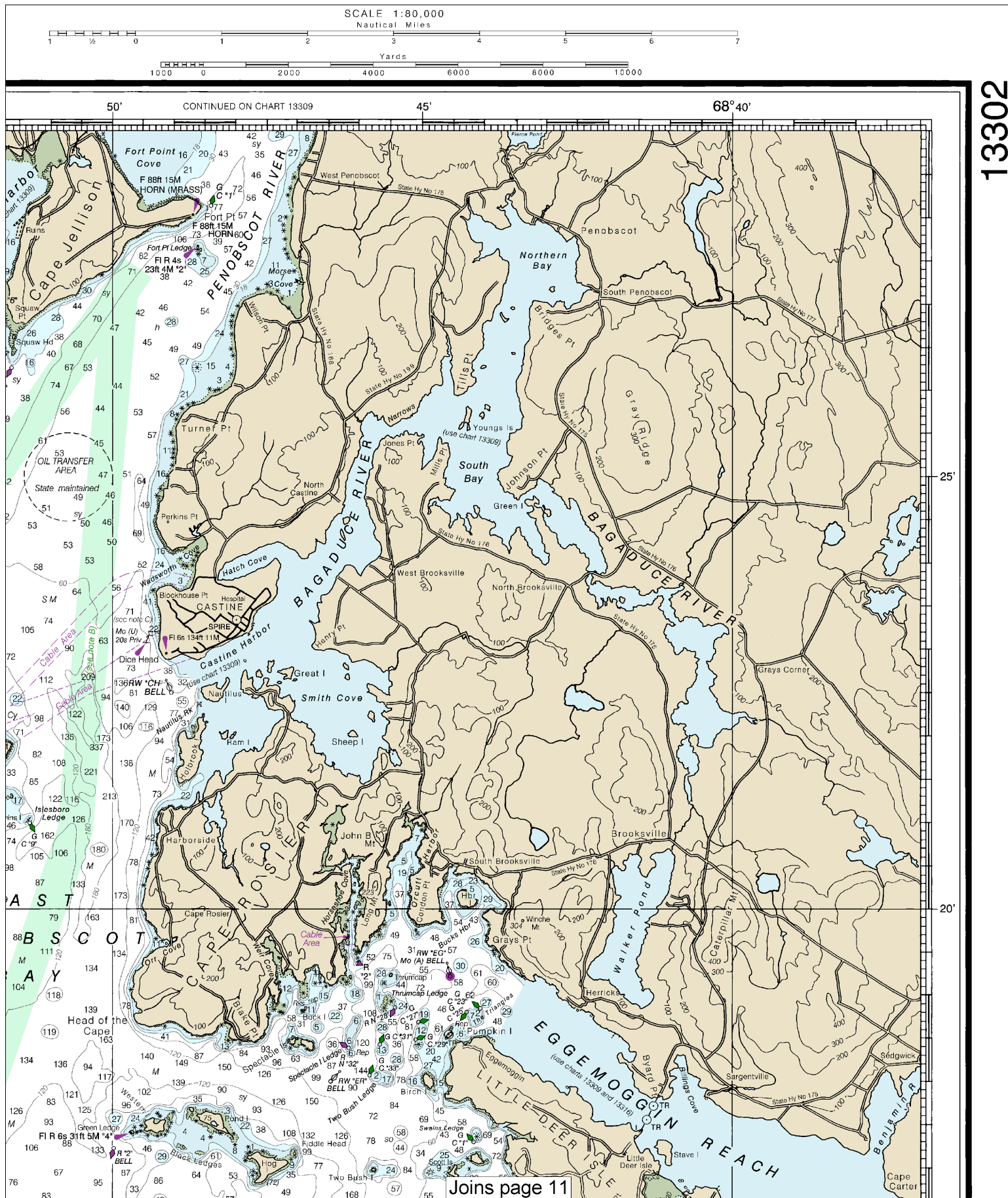
SCALE 1:80,000
Nautical Miles

See Note on page 5.



Note: Chart grid
lines are aligned
with true north.

6



23rd Ed., Dec. 2011. Last Correction: 10/28/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

CAUTION

Limitations on the use of radio signals as aids to marine navigation can be found in the U.S. Coast Guard Light Lists and National Geospatial-Intelligence Agency Publication 117.

Radio direction-finder bearings to commercial broadcasting stations are subject to error and should be used with caution.

Station positions are shown thus:

○ (Accurate location) ○ (Approximate location)

COLREGS. 80.105 (see note A)

International Regulations for Preventing Collisions at Sea, 1972.

The entire area of this chart falls seaward of the COLREGS Demarcation Line.

ABBREVIATIONS (For complete list of Symbols and Abbreviations, see Chart No. 1.)

Aids to Navigation (lights are white unless otherwise indicated):

AERO aeronautical	G green	Mo morse code	R TR radar tower
Al alternating	IQ interrupted quick	N run	Rot rotating
B black	Is isophase	OS obscured	s seconds
Bn beacon	LT HO lighthouse	Oc occulting	SEC sector
C can	M nautical mile	Or orange	St M statute miles
DIA diaphone	m minutes	Q quick	VQ very quick
F fixed	MICRO TR microwave tower	R red	W white
Fl flashing	Mkr marker	Ra Ref radar reflector	WHIS whistle
		R Bn radiobeacon	Y yellow

Bottom characteristics:

Bds boulders	Co coral	gy gray	Oys oysters	so soft
bk broken	G gravel	h hard	Rk rock	Sh shells
Cy clay	Grs grass	M mud	S sand	sy sticky

Miscellaneous:

AUTH authorized	Obstr obstruction	PD position doubtful	Subm submerged
ED existence doubtful	PA position approximate	Rep reported	
(2) Wreck, rock, obstruction, or shoal swept clear to the depth indicated.			
(2) Rocks that cover and uncover, with heights in feet above datum of soundings.			

NOAA WEATHER RADIO BROADCASTS

The NOAA Weather Radio stations listed below provide continuous weather broadcasts. The reception range is typically 20 to 40 nautical miles from the antenna site, but can be as much as 100 nautical miles for stations at high elevations.

Ellsworth, ME	KEC-93	162.40 MHz
Portland, ME	KDO-95	162.55 MHz
Dresden, ME	WXM-60	162.475 MHz

HORIZONTAL DATUM

The horizontal reference datum of this chart is North American Datum of 1983 (NAD 83), which for charting purposes is considered equivalent to the World Geodetic System 1984 (WGS 84). Geographic positions referred to the North American Datum of 1927 must be corrected an average of 0.293" northward and 1.865" eastward to agree with this chart.

NOTE X

Within the 12-nautical mile Territorial Sea, established by Presidential Proclamation, some Federal laws apply. The Three Nautical Mile Line, previously identified as the outer limit of the territorial sea, is retained as it continues to depict the jurisdictional limit of the other laws. The 9-nautical mile Natural Resource Boundary off the Gulf coast of Florida, Texas, and Puerto Rico, and the Three Nautical Mile Line elsewhere remain in most cases the inner limit of Federal fisheries jurisdiction and the outer limit of the jurisdiction of the states. The 24-nautical mile Contiguous Zone and the 200-nautical mile Exclusive Economic Zone were established by Presidential Proclamation. Unless fixed by treaty or the U.S. Supreme Court, these maritime limits are subject to modification.

SOURCE DIAGRAM

The outlined areas represent the limits of the most recent hydrographic survey information that has been evaluated for charting. Surveys have been banded in this diagram by date and type of survey. Channels maintained by the U.S. Army Corps of Engineers are periodically resurveyed and are not shown on this diagram. Refer to Chapter 1, United States Coast Pilot.

SOURCE

A 1990-2012	NOS Surveys	full bottom coverage
B1 1990-1998	NOS Surveys	partial bottom coverage
B2 1970-1989	NOS Surveys	partial bottom coverage
B3 1940-1969	NOS Surveys	partial bottom coverage
B4 1900-1939	NOS Surveys	partial bottom coverage
B5 Pre-1900	NOS Surveys	partial bottom coverage
f	US Government Surveys	

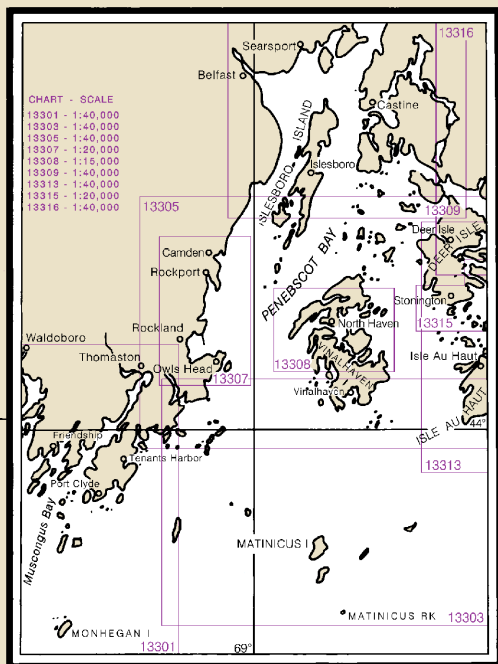
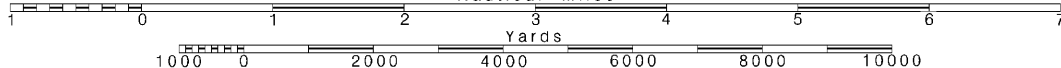
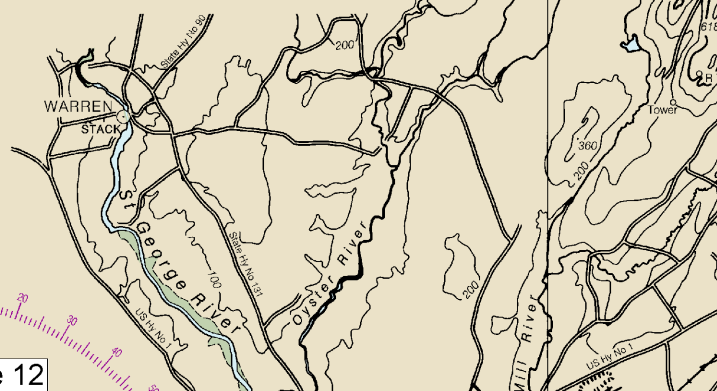
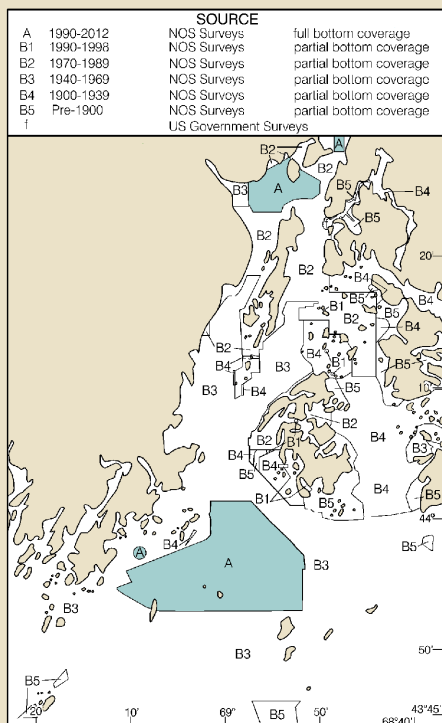
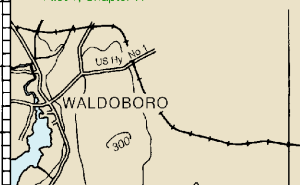
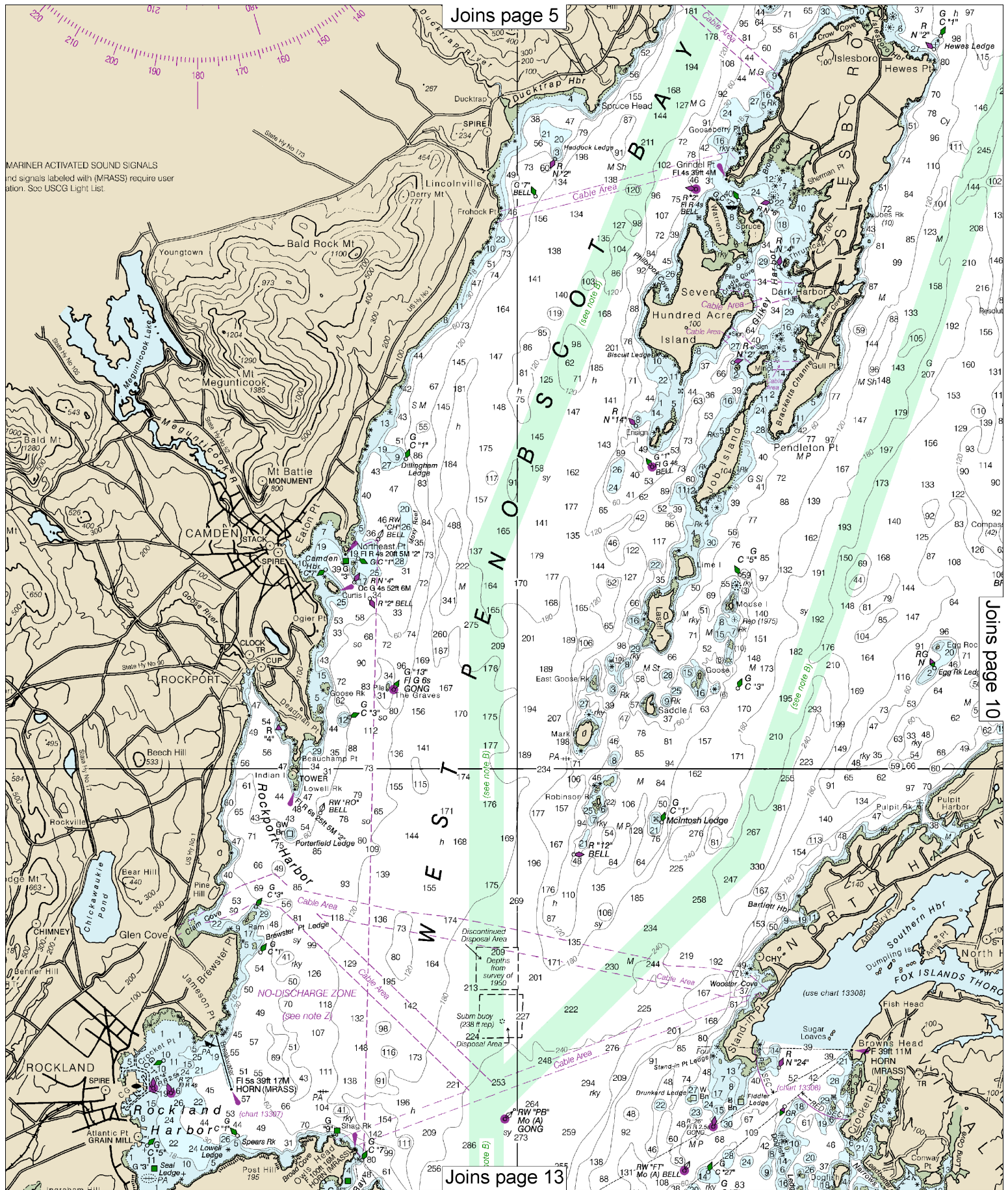


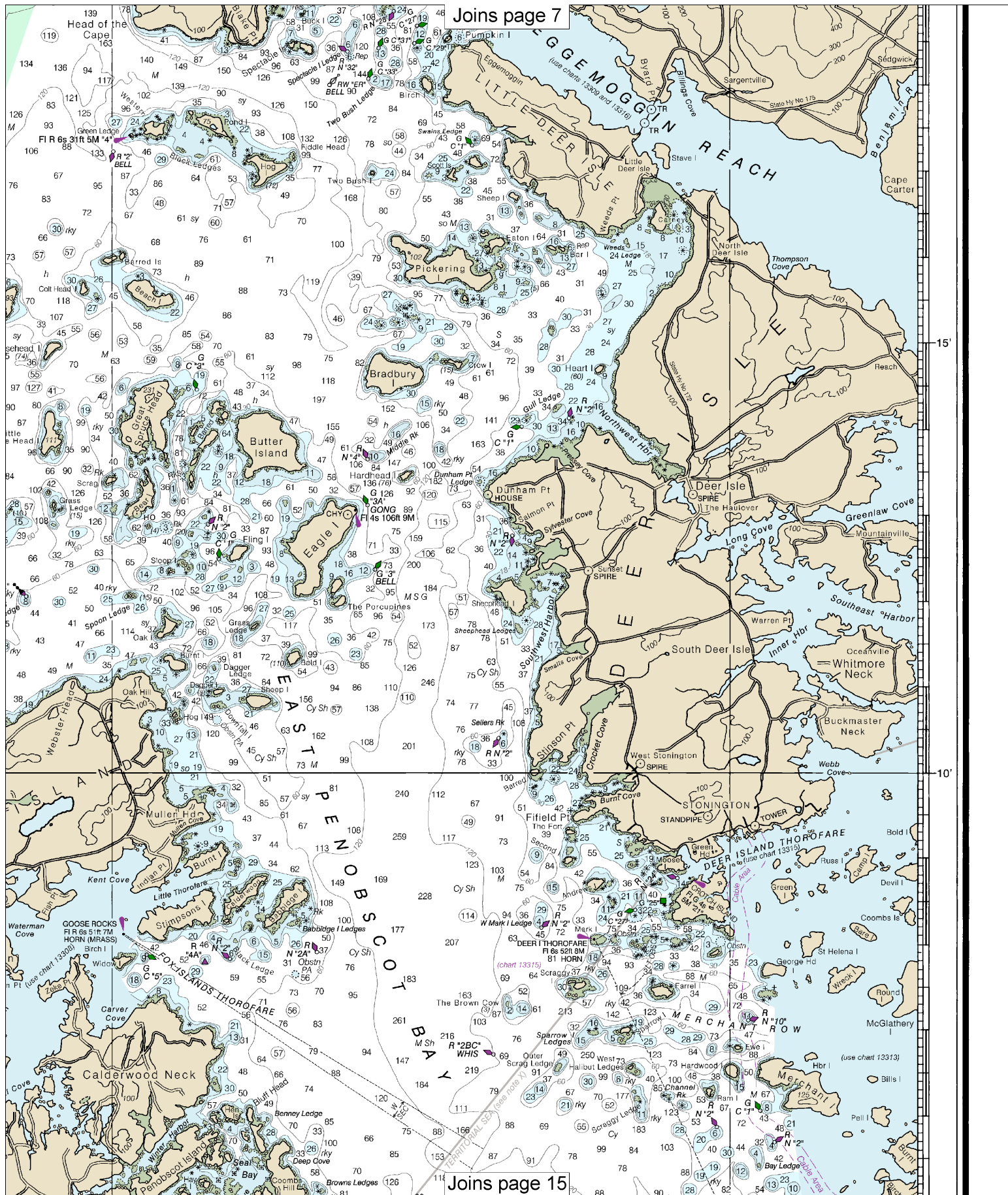
Chart 13302 is for use in the wide portions of Penobscot Bay and Approaches. Navigational aids are not shown on this chart in harbors and inside passages. Use large scale charts in navigating such areas.

NOTE B RECOMMENDED VESSEL ROUTE

Deep draft vessels entering and departing Penobscot Bay and River are requested to remain within the Recommended Vessel Route. Two-way traffic is possible within all parts of the green-tinted areas. Other vessels, while not excluded, should exercise caution in these areas and monitor VHF channel 16 or 13 for information concerning vessels transiting these areas. See U.S. Coast Pilot 1, Chapter 7.



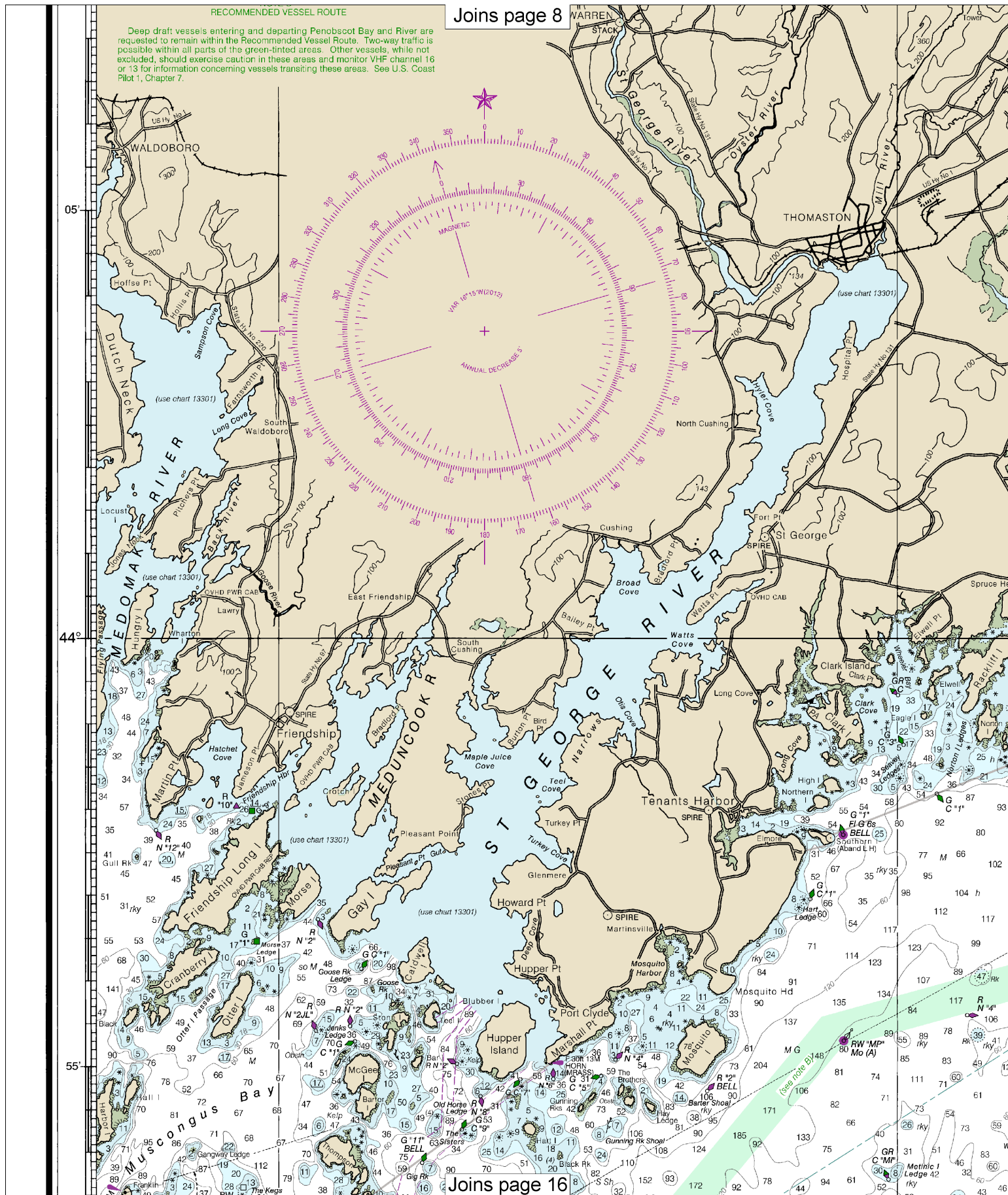




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Joins page 8



Joins page 16

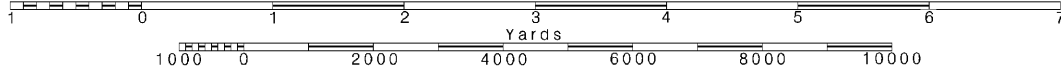
12

Note: Chart grid lines are aligned with true north.

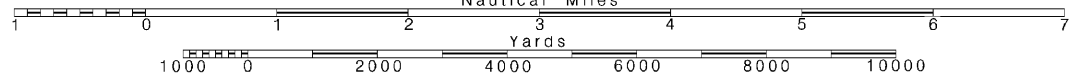
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SCALE 1:80,000
Nautical Miles

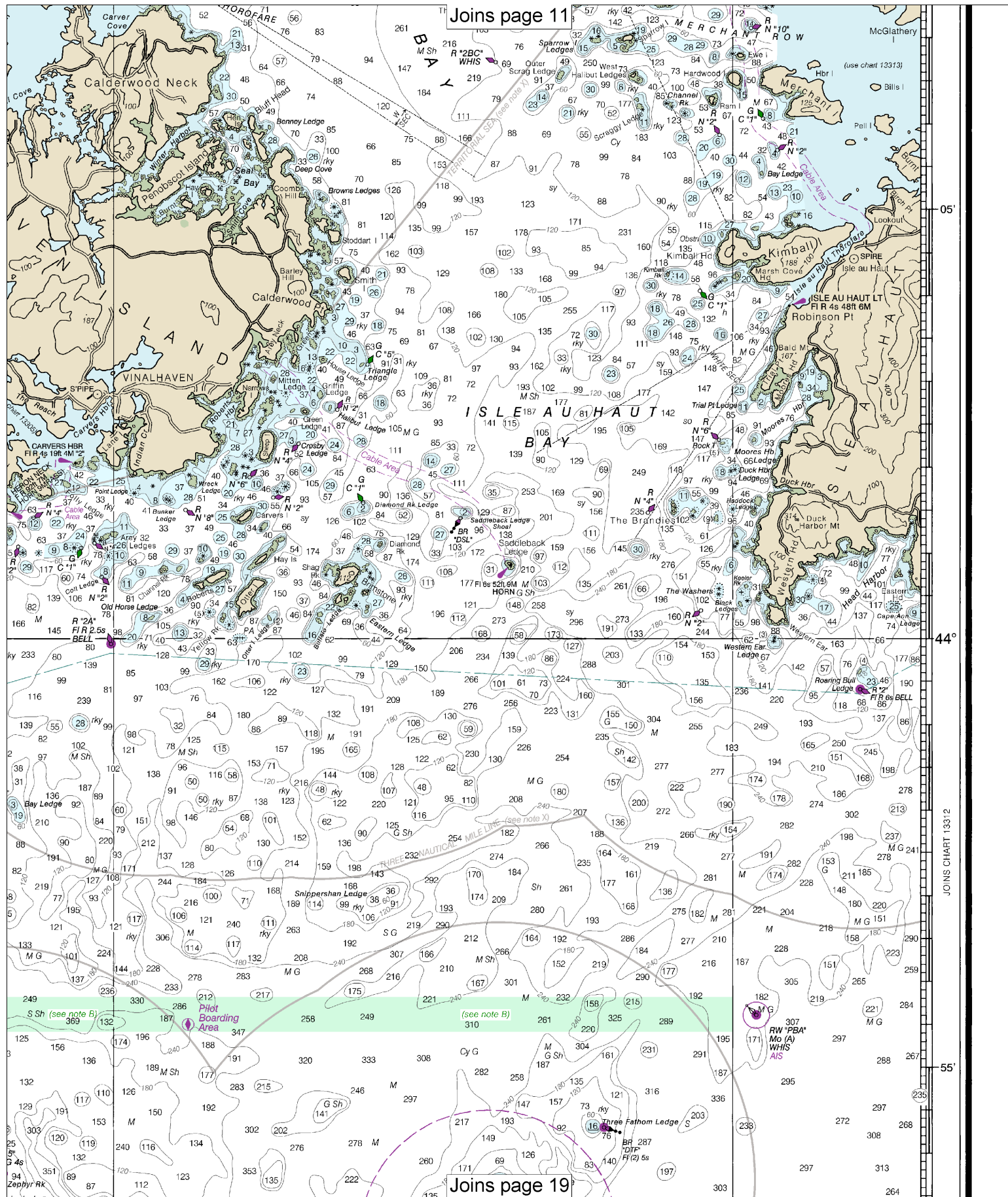
See Note on page 5.

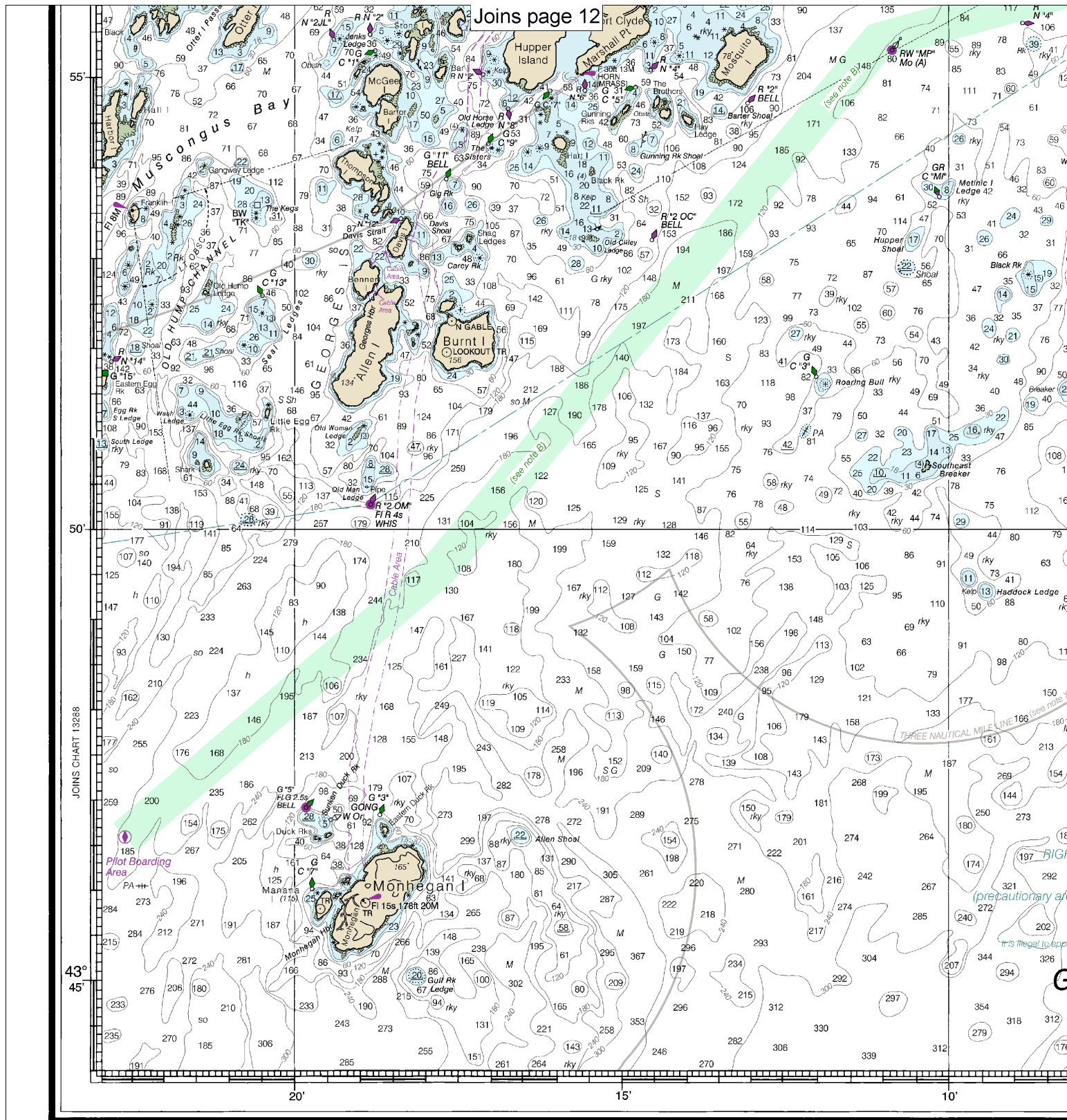


Note: Chart grid lines are aligned with true north.



Joins page 19





13302

23rd Ed., Dec. 2011. Last Correction: 10/28/2016. Cleared through:
LNM: 4816 (11/29/2016), NM: 5016 (12/10/2016), CHS: 1116 (11/25/2016)

CAUTION

This chart has been corrected from the Notice to Mariners (NM) published weekly by the National Geospatial-Intelligence Agency and the Local Notice to Mariners (LNM) issued periodically by each U.S. Coast Guard district to the dates shown in the lower left hand corner. Chart updates corrected from Notice to Mariners published after the dates shown in the lower left hand corner are available at nauticalcharts.noaa.gov.

NOAA encourages users to submit inquiries, discrepancies, or corrections about this chart at <http://www.nauticalcharts.noaa.gov/stat>

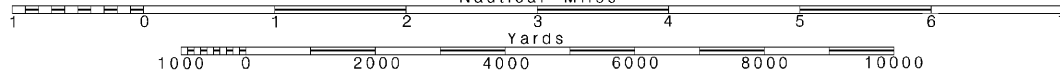
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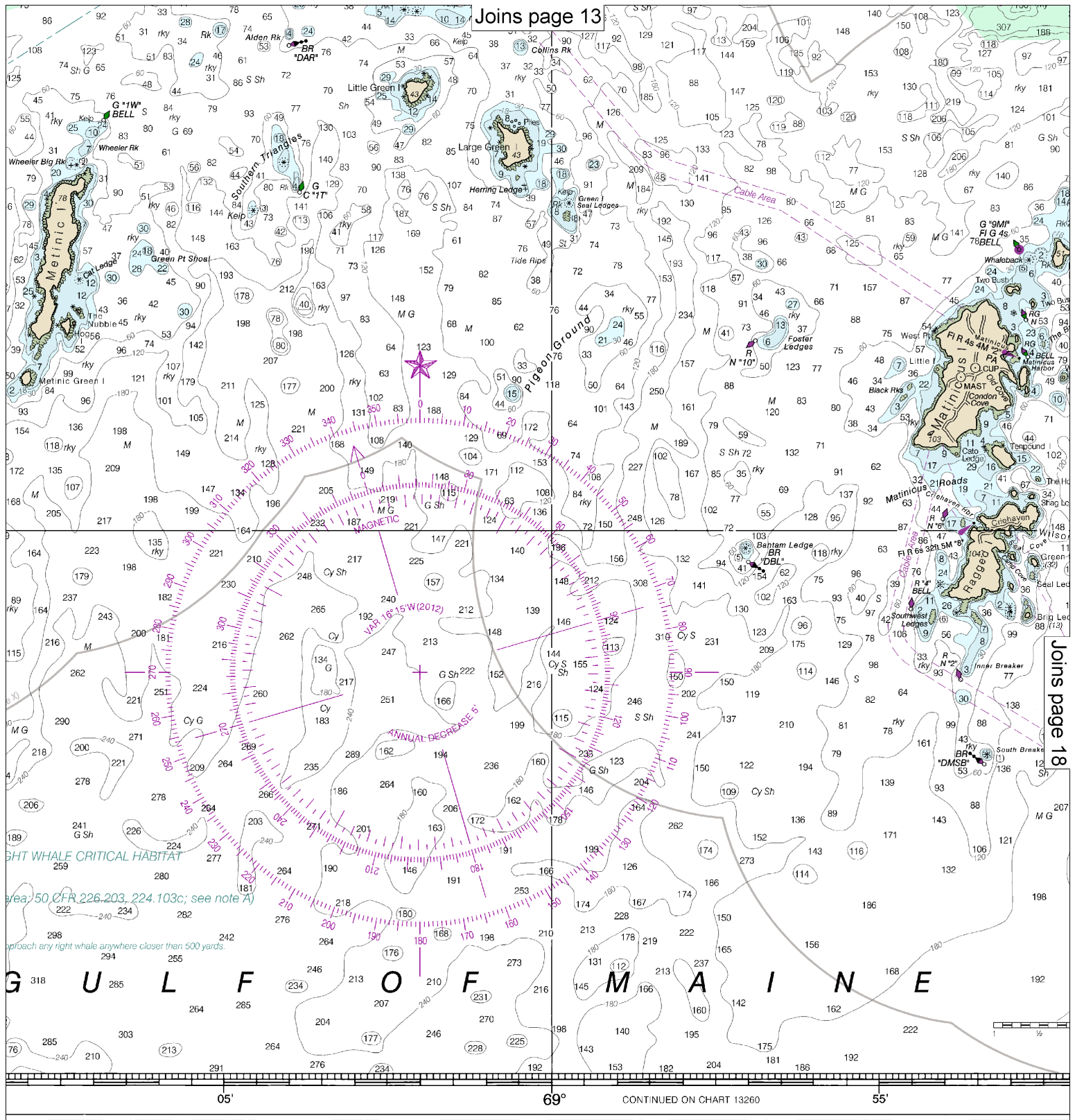
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Printed at reduced scale.

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Nautical Miles

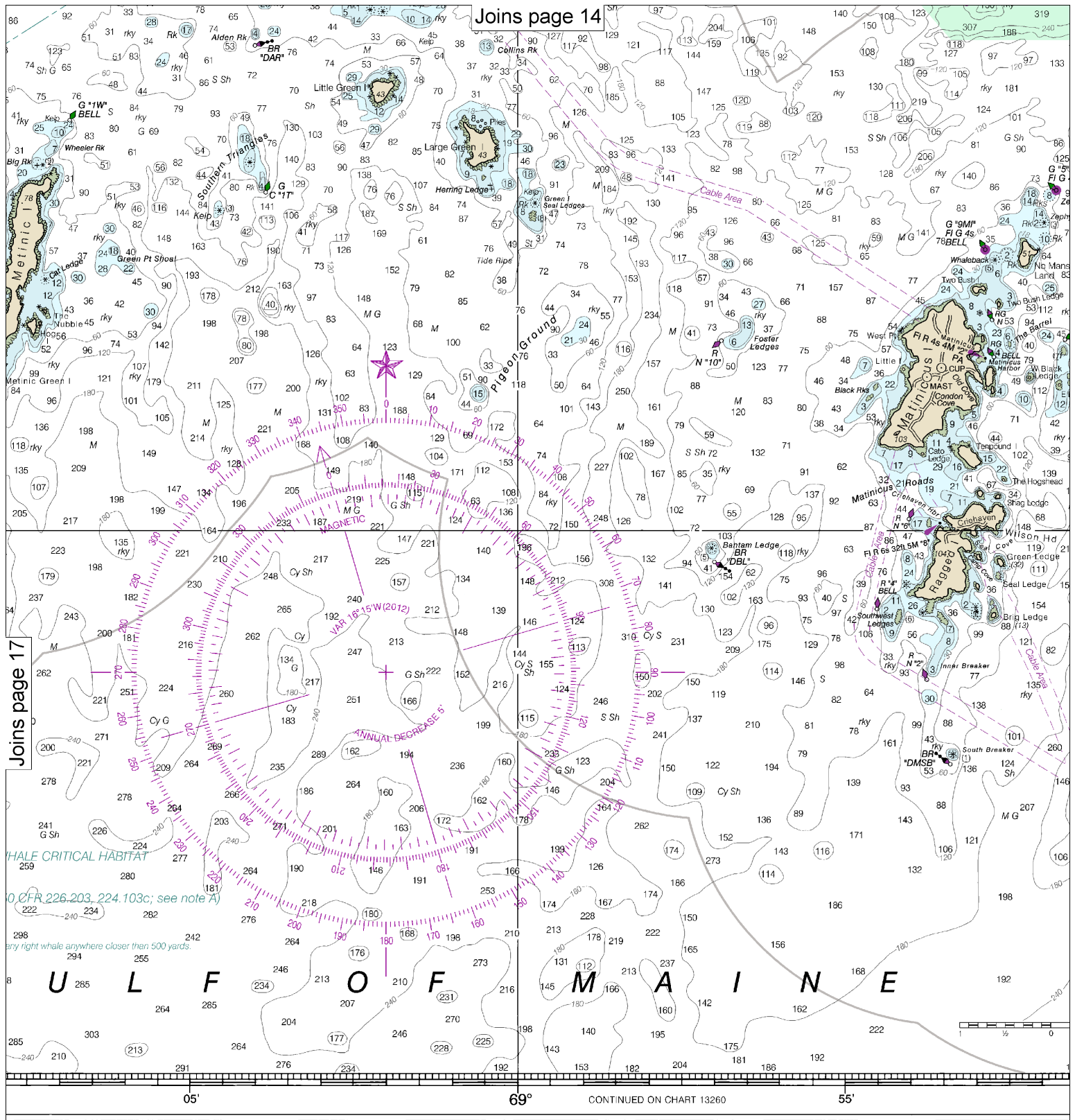
See Note on page 5.





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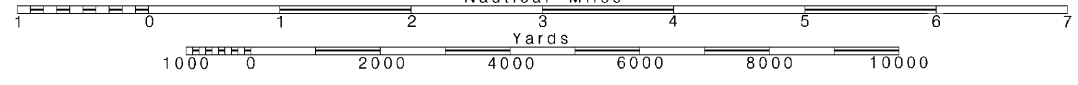
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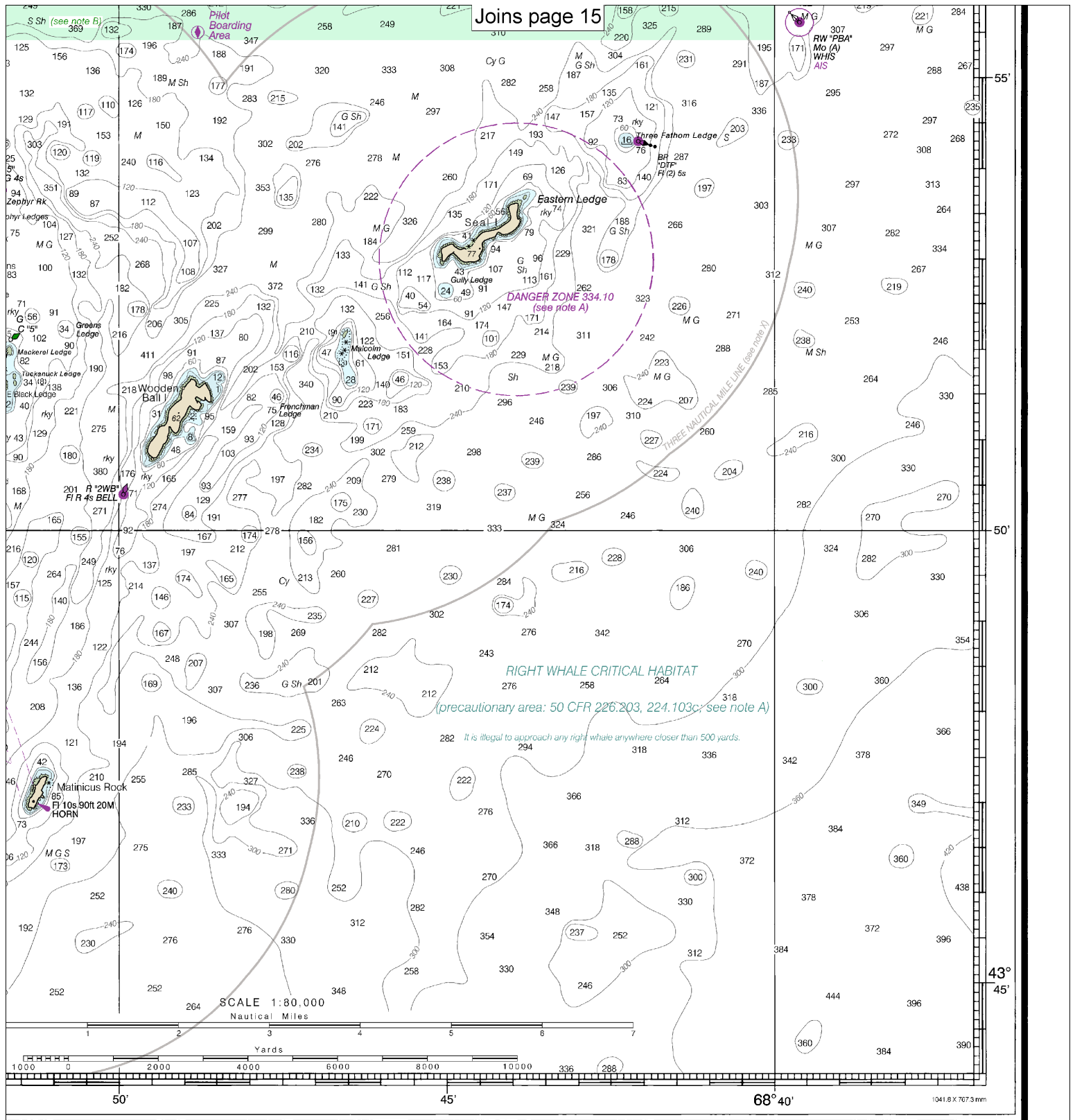
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lines are aligned
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Printed at reduced scale.

SCALE 1:80,000
Nautical Miles

See Note on page 5.





MS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17
T	6	12	18	24	30	36	42	48	54	60	66	72	78	84	90	96	102
RS	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17

Penobscot Bay and Approaches
SOUNDINGS IN FEET - SCALE 1:80,000
SOUNDINGS IN FEET

13302



VHF Marine Radio channels for use on the waterways:

Channel 6 – Inter-ship safety communications.

Channel 9 – Communications between boats and ship-to-coast.

Channel 13 – Navigation purposes at bridges, locks, and harbors.

Channel 16 – Emergency, distress and safety calls to Coast Guard and others, and to initiate calls to other

vessels. Contact the other vessel, agree to another channel, and then switch.

Channel 22A – Calls between the Coast Guard and the public. Severe weather warnings, hazards to navigation and safety warnings are broadcast here.

Channels 68, 69, 71, 72 and 78A – Recreational boat channels.

Getting and Giving Help — Signal other boaters using visual distress signals (flares, orange flag, lights, arm signals); whistles; horns; and on your VHF radio. You are required by law to help boaters in trouble. Respond to distress signals, but do not endanger yourself.

Distress Call Procedures

- Make sure radio is on.
- Select Channel 16.
- Press/Hold the transmit button.
- Clearly say: "MAYDAY, MAYDAY, MAYDAY."
- Also give: Vessel Name and/or Description; Position and/or Location; Nature of Emergency; Number of People on Board.
- Release transmit button.
- Wait for 10 seconds — If no response Repeat MAYDAY call.

HAVE ALL PERSONS PUT ON LIFE JACKETS!



NOAA Weather Radio All Hazards (NWR) is a nationwide network of radio stations broadcasting continuous weather information directly from the nearest National Weather Service office. NWR broadcasts official Weather Service warnings, watches, forecasts and other hazard information 24 hours a day, 7 days a week.

<http://www.nws.noaa.gov/nwr/>

Quick References

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Chart and chart related inquiries and comments	—	http://ocsddata.ncd.noaa.gov/idrs/inquiry.aspx?frompage=ContactUs
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National Data Buoy Center	—	http://www.ndbc.noaa.gov/
NowCoast web portal for coastal conditions	—	http://www.nowcoast.noaa.gov/
National Weather Service	—	http://www.weather.gov/
National Hurricane Center	—	http://www.nhc.noaa.gov/
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